EXHIBIT G

symmetra design

MEMORANDUM

TO:	Ryan Westrom	DDOT
FROM:	Samantha Williams	Symmetra Design
	Nicole White, P.E., PTOE	Symmetra Design
DATE:	March 12, 2015	
RE:	3605-3615 Minnesota Avenue, SE (Meadow Green Courts, SE) Transportation Assessment BZA Case # 18972	

INTRODUCTION

The following memorandum is a Transportation Assessment for the proposed 3605-3615 Minnesota Avenue, SE (Meadow Green Courts) project. The subject site (Square 5410, Lot 800 herein "Site") is 57,543 square feet located within the Fort Dupont Park neighborhood of southeast DC (Ward 7). The Site is bordered by Minnesota Avenue to the west, B Street to the south and Anacostia Road to the east. The project is located in an R-5-A zone. **Figure 1** is an illustration of the Site boundary.

The Applicant, Greenway Apartment, L.P, is planning to build a new senior residential apartment consisting of up to 72[1] affordable rental units. The Site will provide for 12 parking spaces and meet zoning requirements (one space for every 6 units).

Per Section 353.1 of the Zoning Regulations, all new residential developments in the R-5-A zone shall be reviewed by the Board of Zoning Adjustment (BZA) as a Special Exception. Greenway Apartment, L.P. is seeking the Board of Zoning adjustment special exception review and variance relief to provide one 30 ft. loading berth (instead of one 55 ft. loading berth), one 100 sq. ft. loading platform (instead of one 200 sq. ft platform) and relief from providing one 20- ft. deep service/delivery space.

[1] The final site plan allows for 60 residential units. The site plan referenced during the District Department of Transportation scoping process included 72 residential units.

727 15th Street, NW
Suite 1000
Washington, DC 20005

T 202.370.6000
F 202.370.6001

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A summary of conclusions for the 3605 Minnesota Avenue, SE transportation assessment is as follows:

- The 3605-3615 Minnesota Avenue, SE project will provide up to 72[2] senior residential units with 12 on-site parking spaces in-line with zoning requirements.

- The Site is well served by a number of Metrobus lines including routes X1-3, X8-9 and B2. Transit stops are also within a convenient walkable distance approximately 320 feet to/from the Site.

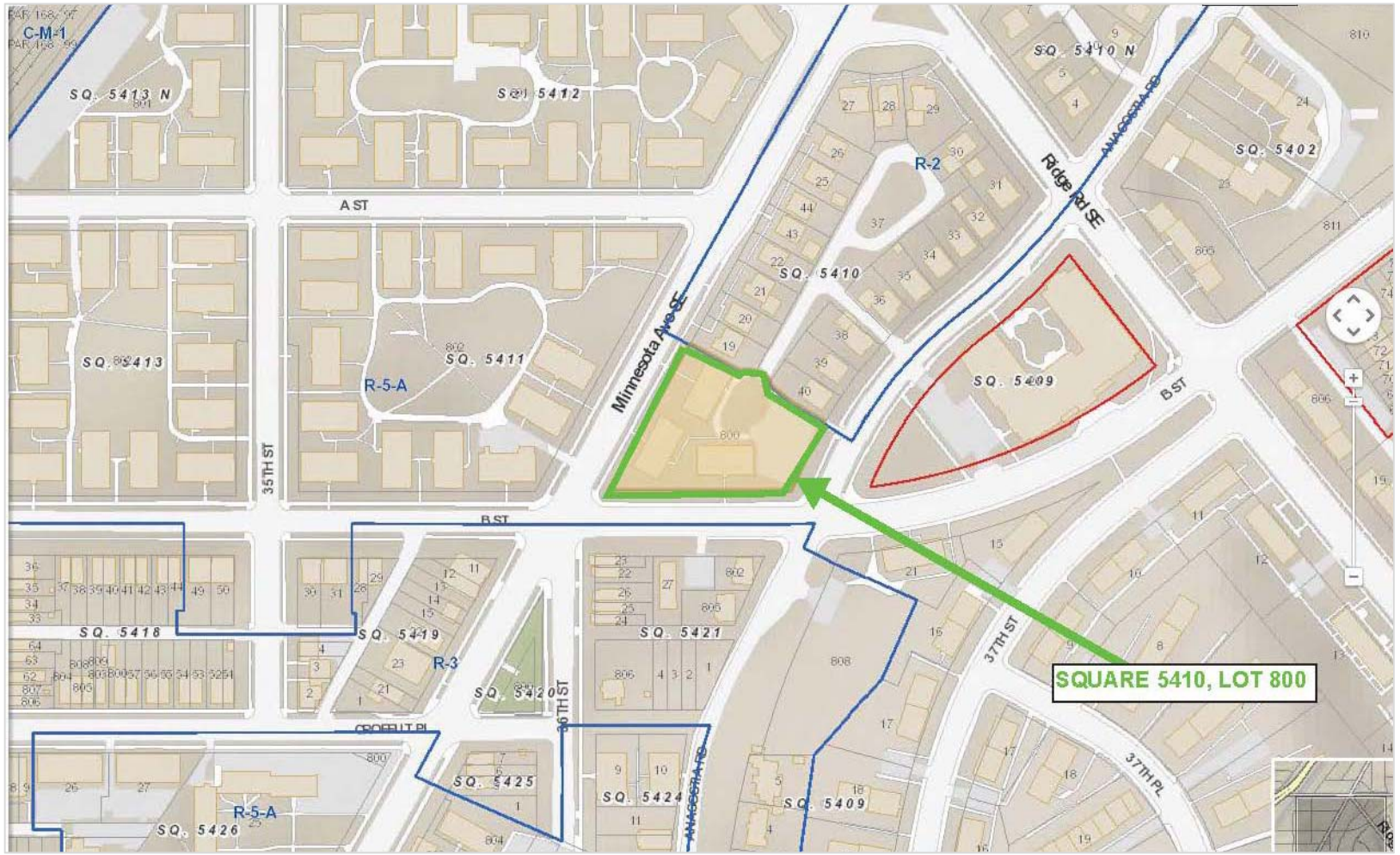
- The existing curb cut will remain in its existing location and will be widened from 12 feet to 20 feet. No new curb cuts will be introduced.

- The proposed loading facilities including a 30 foot deep berth and 100 square foot platform are adequate to accommodate site-related loading activities[3]. Truck maneuvering diagrams (shown in loading section of the memorandum) indicate a 30-foot truck and a trash truck can enter and exit the site and access the loading berth and platform without any reverse maneuvers across public space.

- The development of the Site will not adversely impact transportation or parking conditions.

- The applicant has committed to a Transportation Demand Management Plan that includes a number of measures to encourage future use of non-automobile travel options.

[2] The final site plan allows for 60 residential units.
[3] Based on the applicant's long-term management experience with residential properties, including the current Site



Source: District of Columbia Zoning Map

Figure 1: 3605-3615 Minnesota Avenue, SE

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Suite 1000
Washington, DC 20005

T 202.370.6000
F 202.370.6001

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BACKGROUND

The site currently consists of three apartment buildings with 26 apartment units. These units will be razed to allow for the proposed development. The existing curb cut, right-turn-in/ right-turn-out only, from Anacostia Road[4] will be maintained and widened (from 12 feet to 20 feet) to support future on-site parking.

SCOPE OF STUDY

The scope of this transportation memorandum was confirmed and approved by District Department of Transportation (DDOT). The final approved scoping form is included in the appendix of this document.

This memorandum provides an assessment of Pedestrian and Bicycle Facilities, Transit Service, Loading and Transportation Demand Management.

Given the low level of traffic generation anticipated for this project, traffic counts and analyses were not required. A summary of project site trip generation is presented in the following section.

[4] Anacostia Road is one-way southbound

SITE TRIP GENERATION SUMMARY

To develop site trip generation, the mode split (or anticipated travel mode including walk, bike, bus, Metrorail and private automobile) was first determined. Mode split assumptions for the residential development were based on census data from the 2008-2012 American Community Survey for Census Tract 77.03. The census data for Census Tract 77.03 depicted the distribution of transportation modes as the following:

Table 1: Residential Mode Share

Transit	47%
Auto*	51%
Walk & Other	2%
Total	100%

The transit mode share from the Census data was separated into Metrorail and Metrobus using the Washington Metropolitan Area Transit Authority (WMATA) 2005 Development-Related Ridership Survey. The survey provides a fitted curve equation[5] that estimates Metrorail ridership based on the distance between a residence and a Metrorail station. The proposed Meadow Green Court Senior Living is 4,400 feet from the Minnesota Avenue Metrorail Station. Using the WMATA regression equation, 16% of residents would use Metrorail. The Metrobus mode share was determined by subtracting the Metrorail mode share from the total transit mode share obtained for Census Tract 77.03. The final Residential Mode Share is shown in **Table 2.**

Table 2: Residential Mode Share

Metrorail	16%
Metrobus & Other	31%
Auto*	51%
Walk & Other	2%
Total	100%

Vehicular trips were calculated based on Institute of Transportation Engineers' (ITE) Trip Generation, 8th Edition rates and are shown on Table 3. Trips were calculated using land use code 252 Senior Adult Housing. The base vehicular trips were converted to person trips by mode using the 2009 National Household Travel Survey (NHTS) Average Vehicle Occupancy (AVO) for Selected Trip Purpose as also shown in **Table 3**. The 2009 AVO is 1.13 for trips to/from work.

[5] Metrorail ridership decreases by 0.87 percent for every 100 feet a Metrorail Station entrance is located from a residence.

Table 3: ITE Base Vehicle Trips Converted to Person Trips using NHTS AVO

	AM Peak Generation			PM Peak Generation		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Base Vehicles Trips	3	6	9	7	5	12
Converted Person Trips	4	7	11	8	5	13

The person trips noted above were then delineated based on the mode split data shown in **Table 2**. The vehicle person-trips were then converted back to vehicular trips based on the same 1.13 persons per vehicle AVO.

Table 4: Total Person Site Trips by Mode

	AM Peak Generation			PM Peak Generation		
Mode Share	IN	OUT	TOTAL	IN	OUT	TOTAL
Auto (Drive Alone & Carpool)	2	4	6	4	3	7
Metrorail	1	1	2	1	1	2
Metrobus	1	2	3	3	1	4
Walk/Bike[6]	0	1	0	1	0	1
Total	4	8	12	9	5	14

Table 5: Total Vehicle Site Trips (person trips converted back to vehicle trips using AVO 1.13)

	AM Peak Generation			PM Peak Generation		
Mode Share	IN	OUT	TOTAL	IN	OUT	TOTAL
Residential Auto (Drive Alone & Carpool)	2	4	6	5	3	8

As shown in **Table 5** the subject site is projected to generate 6 AM and 8 PM peak hour vehicle trips. The AM and PM projected trip generation would be less than the required threshold (25 vehicle trips during any one peak hour) and therefore traffic counts and analyses are not required.

[6] The walk/bike modal percentage which is 2% of the total person site trips by mode (11 trips) equates to a number less than one trip. However, walk/bike trips were increased to one AM outbound trip during and one PM inbound trip to indicate at least one person would walk. The total person trips in Table 4 therefore do not equate to the total converted person trips shown in Table 3.

It should be noted that traffic counts were also conducted at the existing site driveway during the AM and PM peak hour. There were 14 vehicle trips during the AM peak hour (1 inbound and 13 outbound) and 8 during the PM peak hour (6 inbound and 2 outbound). Future trips (shown in Table 4) are projected to be less than existing trips; thus, there would be a decrease in total peak hour site trips.

PEDESTRIAN FACILITIES

Walkscore.com rates the walkability of a neighborhood from 0 (representing a car is necessary to access amenities) to 100 (representing a neighborhood that has essential amenities in a walkable distance). The availability of grocery stores, restaurants, parks, schools and other amenities are accounted for in the scored ranking. Per Walkscore.com, this area has a walk score of 64 and is "Somewhat walkable" (some errands can be accomplished without an automobile).

The area surrounding the Site is primarily residential. In terms of walkable pedestrian destinations, there is the Benning Stoddert Recreation Center, located at 100 Stoddert Avenue. From the Site, the existing sidewalk network and crosswalks (at Minnesota Avenue, SE intersection with B Street, SE and along B Street, SE at Anacostia Road, SE and Ridge Road, SE) provide pedestrian access to the recreation center.

The Right of Way (ROW) for Minnesota Avenue, B Street and Anacostia Road are shown in **Table 6**.

Table 6: Right of Way

	Street (feet)	Roadway (feet)	Sidewalk (feet)	Parking (feet)
Anacostia Road	90	34	10	18
B Street	90	40	7	18
Minnesota Avenue	90	40	12	13

Sidewalks

The sidewalk network adjacent to the Site provides for a continuous connection for pedestrians in the area. There are sidewalks along both sides of Minnesota Avenue, SE within the study limits. Generally, sidewalks are in fair condition adequately supporting existing demand.

Sidewalk widths along Minnesota Avenue, SE fronting the Site are six feet wide with a five-foot tree box. B Street, SE sidewalk widths do not meet standards. There are five-foot wide sidewalks and there is no tree box. The requirement is for a 4-foot planting strip and a 6-foot sidewalk. Sidewalk

widths along Anacostia Road, SE are also just below the requirement as there are 6-foot sidewalks and a 3-foot tree box.

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Suite 1000
Washington, DC 20005

T 202.370.6000
F 202.370.6001

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Crosswalks and ADA Ramps

There are standard crosswalks along all approaches of the Minnesota Avenue/ B Street/ 36th Street, SE intersection and at the B Street, SE and Anacostia Road, SE intersection. There are high visibility crosswalks along all approaches of the B Street, SE intersection with Ridge Road, SE. The existing crosswalk markings are in fair condition.

There are curb ramps directed to each crosswalk at all approaches of the Minnesota Avenue/36th Street/ B Street, SE intersection. Detectable warning stamps are also provided on each curb ramp excluding the southwest corner of Minnesota Avenue and B Street.

There are curb ramps fitted with detectable warning stamps directed to each crosswalk at three of the four corners of the Anacostia Road/ B Street intersection. The southwest corner of the intersection does not allow for a curb ramp to support ADA access to the crosswalk across Anacostia Road. A curb ramp is however provided to support pedestrians crossing B Street.

Ramp landing improvements may be identified during the public space approval process.

BICYCLE FACILITIES

Per Walkscore.com, the bike score near the site is rated at 44 out of 100. There are some hills in this neighborhood and no bike lanes in the vicinity of the Site.

The nearest Capital Bikeshare station is located at 34th Street, SE and Minnesota Avenue 0.3 miles from the Site. The station provides for 11 docks. During field observations five were available for use.

The 2005 Proposed Bicycle Facilities Map identifies a proposed multi-use trail connection along Minnesota Avenue, SE (between Massachusetts Avenue and Grant Street, SE just north of the Minnesota Avenue Metrorail station) and a multi-use trial along East Capitol Street (between Benning Road and the Anacostia Trail) in close proximity to the Site. These proposed trails will provide connections to existing and proposed bicycle facilities in the area.

TRANSIT FACILITIES AND SERVICES ASSESSMENT

Per Walkscore.com, existing transit service near the site is rated at 59 out of 100. This score indicates there are various transportation options in the area. The site is served by Washington Metropolitan Area Transit Authority (WMATA) Metrobus along Minnesota Avenue, SE by way of routes X1-3, X8-9 and B2. Transit stops are also within a convenient walkable distance to/from the Site as there is a Metrobus stop (approximately 320 feet from the Site) along the northbound side of Minnesota Avenue, SE at the intersection with 36th Street. This bus stop is furnished with shelter and trash receptacles.

The V9 Metrobus route serves Anacostia Road and Metrobus routes 96 and 97 service East Capitol Street near the site.

The Minnesota Avenue Metrorail station on WMATA's silver and blue line is located approximately 0.83 miles from the project Site.

SITE PLAN

The Site is planned to include a senior residential building with up to 72[7] units. The site plan for the 3605-3615 Minnesota Avenue, SE Avenue development is shown in **Figure 2.**

Access

Pedestrian access will be provided from the entrance at the corner of Minnesota Avenue, SE and B Street, SE. Vehicles will access the Site parking from Anacostia Road. The existing curb cut will be widened (from 12 feet to 20 feet) and maintained to support future on-site parking and loading access. The widened driveway will be approximately 90 feet from the intersection and will provide adequate distance (i.e. greater than 60 feet[8]) from the B Street, SE/ Anacostia Road, SE intersection.

Parking

The Site will provide for 12 parking spaces and meet zoning requirements (one space for every 6 units). Two of the spaces will be reserved for handicap residents. The Site plan provides for an access aisle near the handicap spaces to the ADA ramp and adjoining sidewalk.

Maneuvering diagrams were prepared to ensure passenger vehicles can adequately access parking spaces on-site. As shown in **Figures 3** and **4**, passenger vehicles would be able to exit the two far parking spaces (on either side of the parking lot) and therefore can exit all parking spaces within the lot.

Bicycle Parking

The Site will include outdoor bicycle racks to accommodate four bicycle spaces. The bicycle rack will be provided in the rear of the property adjacent to the open courtyard and parking area. There is no zoning requirement for bicycle spaces for Senior Living housing. In addition, it is not anticipated there would be a noteworthy demand for bicycle facilities given the building will house senior residents.

[7] The final site plan allows for 60 residential units.
[8] DDOT Design and Engineering Manual Chapter 31.2.3.1

Streetscape and Public Realm

As shown on the Site Plan, a number of new shade trees will be introduced along B Street, SE and Anacostia Road, SE in public space.

The site plan will also allow for an expansion of the pedestrian zone at the corner of Minnesota Avenue, SE and B Street, SE adding a walkway with steps toward the corner entry with new flowering plantings.

The applicant will also add detectable warning stamps to the curb ramps at the southwest corner of Minnesota Avenue, SE and B Street, SE intersection.

Curbside Management

Curbside Management identifies the spatial allocation of all anticipated curbside uses along the frontages of the Site. Existing curbside uses along the frontages of the Site will be maintained in the future including the unrestricted curb parking along Minnesota Avenue, SE and B Street, SE and the Metrobus zone along Anacostia Road (immediately fronting the property).

The signage for the Metrobus zone (currently located within the tree box near the corner of the existing site driveway) would be shifted slightly south once the site driveway is widened. This would not change or impact the existing bus stop at the corner of Anacostia Road, SE and B Street, SE.

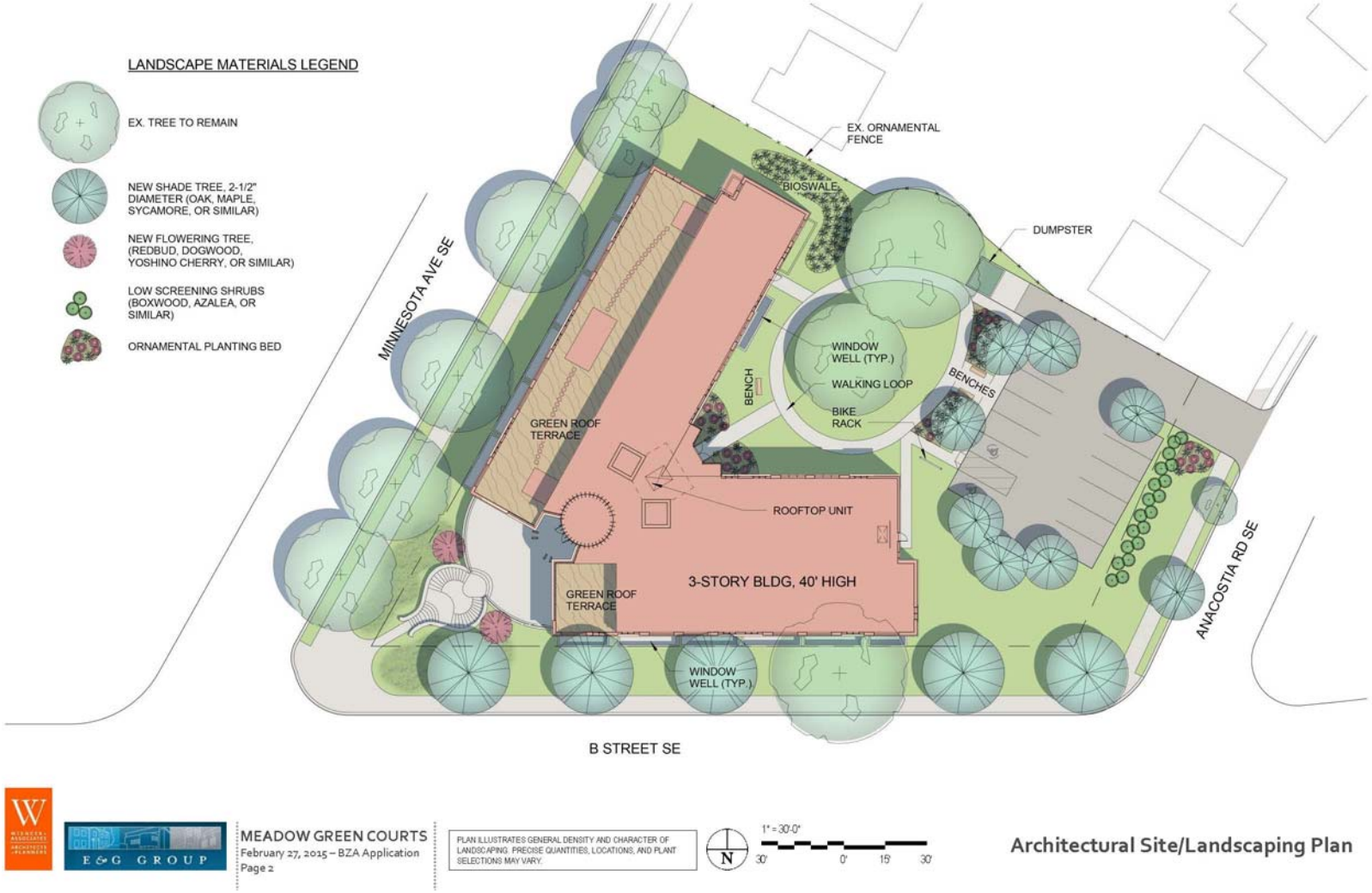

Figure 2: 3605-3615 Minnesota Avenue, SE (Meadow Green Court) Site Plan

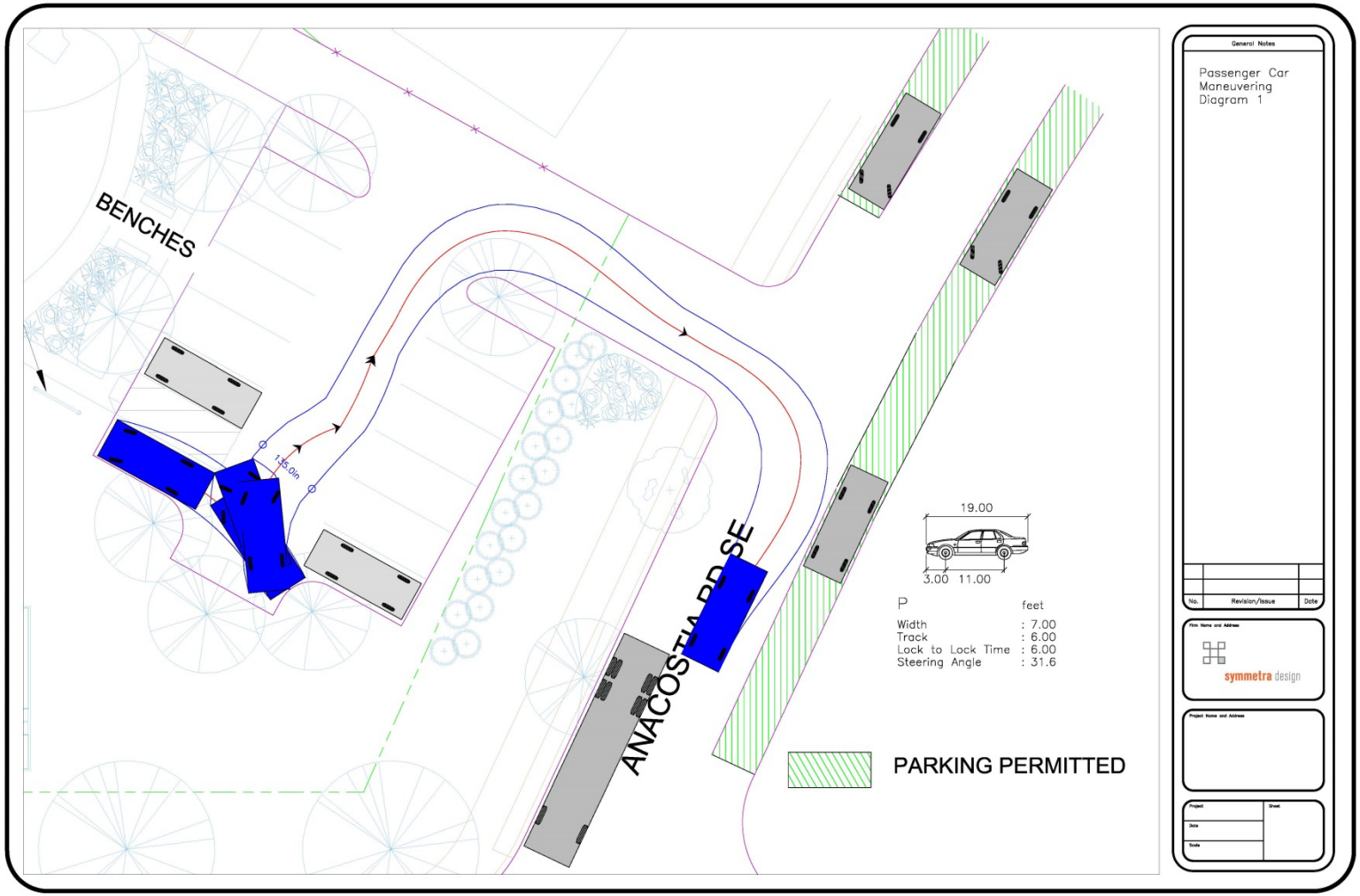

Figure 3: Passenger Car Maneuvering Diagram 1

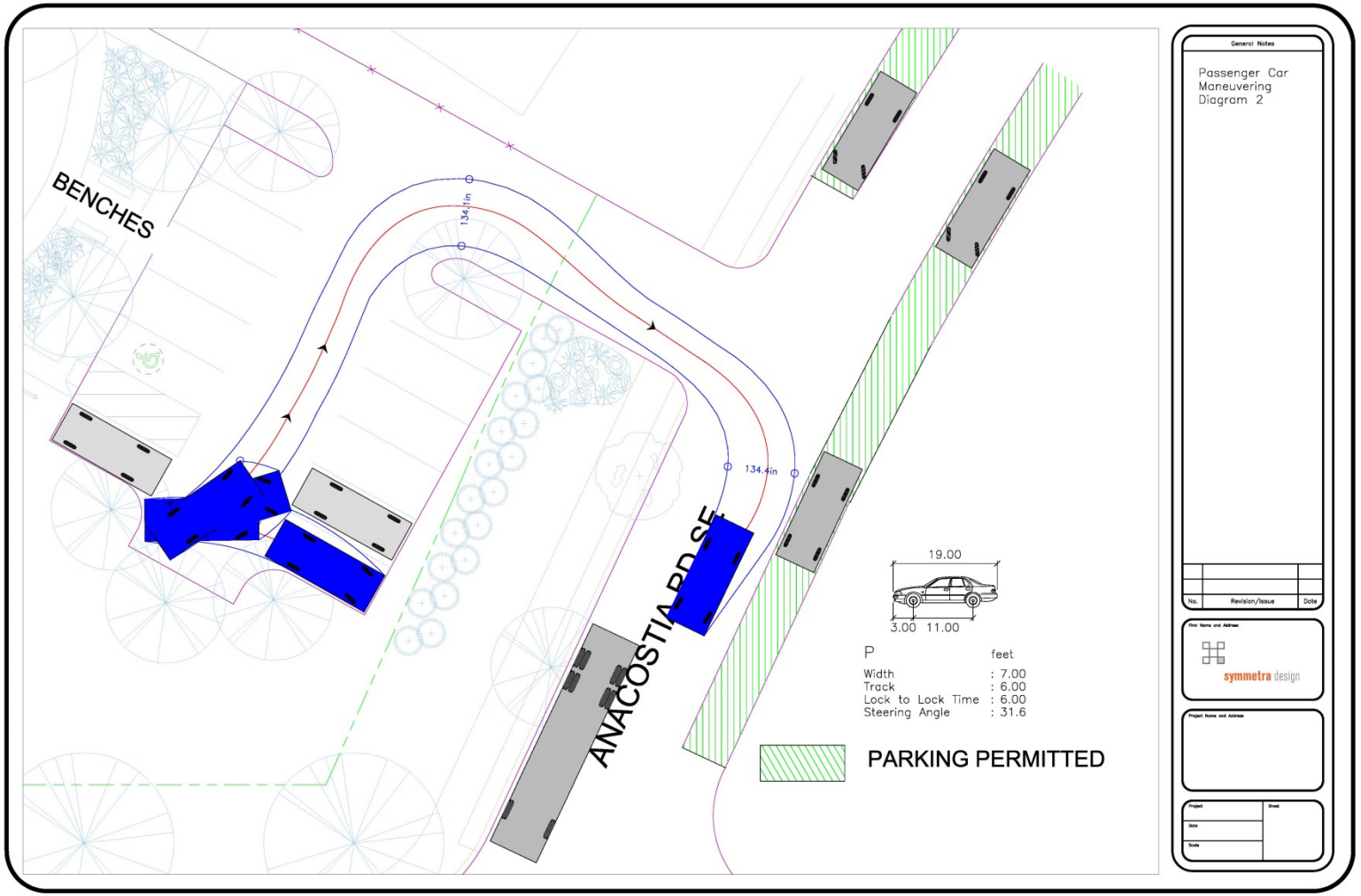

Figure 4: Passenger Car Maneuvering Diagram 2

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F 202.370.6001

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LOADING MANAGEMENT PLAN

Per DCMR11 2201.1 loading requirements, for an apartment house with 50 or more dwelling units the regulations require a minimum of: 1 loading berth (55 ft. deep), 1 loading platform (200 sq. ft.) and 1 service/delivery loading space (20 ft. deep).

The Project will allow for one loading berth (30 ft. deep), one loading platform (100 sq. ft.) and no service/loading space. The proposed loading facilities can adequately accommodate future loading activities (including residential move-ins and trash pick-up) on-site[9].

A summary of the elements of the Loading Management for the Site are as follows:

- Delivery vehicle access- Approaching the Site, delivery vehicles and trash trucks will access the loading berth via the site driveway along Anacostia Road. Trucks must approach the Site from the north, making a right turn into the Site, as Anacostia Road is one-way southbound. Trucks leaving the site would make a right turn out of the site driveway to Anacostia Road.

  Trash removal operations –As shown in **Figure 2**, a trash dumpster is located on top of the platform in the loading area. All trash pick-ups will occur on the site premises. Trash collection will occur twice weekly.

- Parcel and Other Deliveries - Parcel loading and other commercial deliveries will occur at the proposed 30 foot loading berth. Vendors will be instructed that deliveries are not permitted from trucks greater than 30 feet.

- Residential Move-ins – Residents will be required to schedule use of the loading berth for move-ins. Residents will also be instructed that delivery trucks longer than 30 feet are prohibited.

The Loading Management Plan may be updated and improved by the property manager once the project is complete.

Maneuvering diagrams were prepared to ensure 30-foot trucks and 32-foot garbage trucks could adequately access the loading berth. All trucks can safely pull into and out of the site driveway (i.e.

[9] Based on the applicant's long-term management experience with residential properties, including the current Site

no reverse maneuvers will occur across public space) to enter the site and access the loading berth and platform as shown in the subsequent diagrams.

Figure 5 is an illustration of the truck maneuvering path for a 30-foot truck. **Figures 6** and **7** illustrate inbound and outbound turn maneuvers for a front loading garbage truck. The garbage truck diagrams show maneuvers for a front loading garbage truck consistent with site operations.

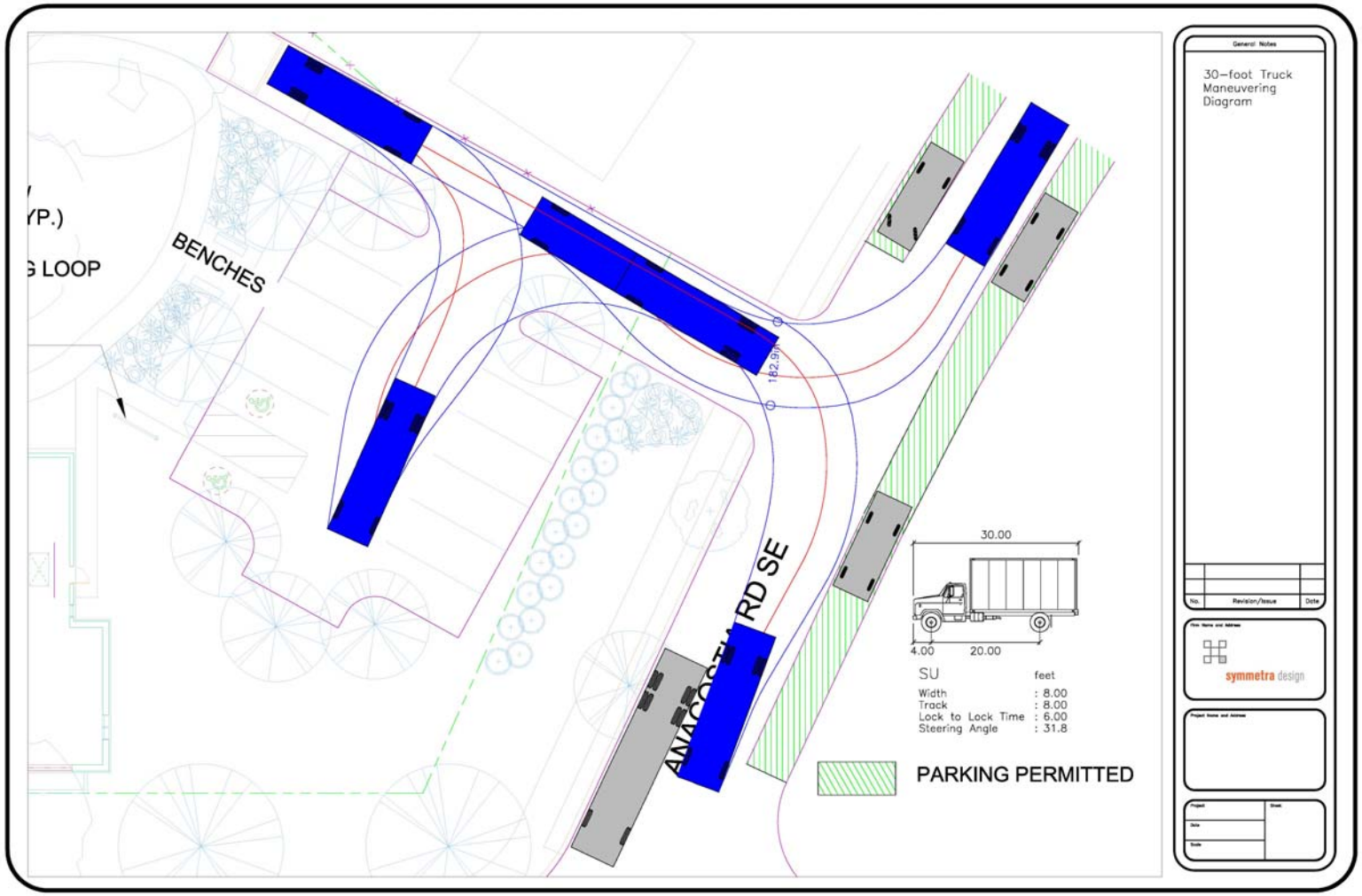

Figure 5: 30-foot Truck Maneuvering Diagram

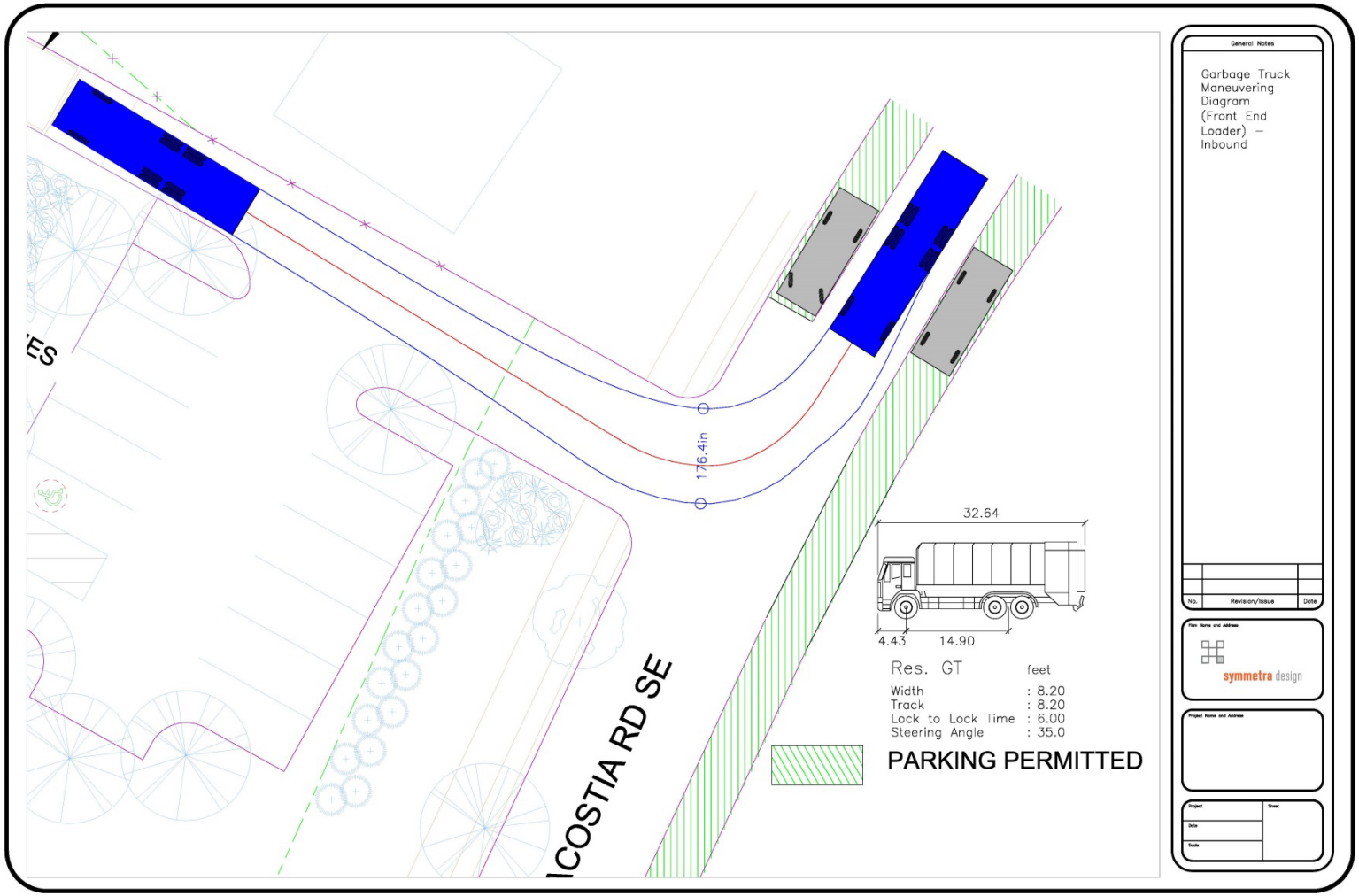

Figure 6: Garbage Truck (front loader) Maneuvering Diagram Inbound

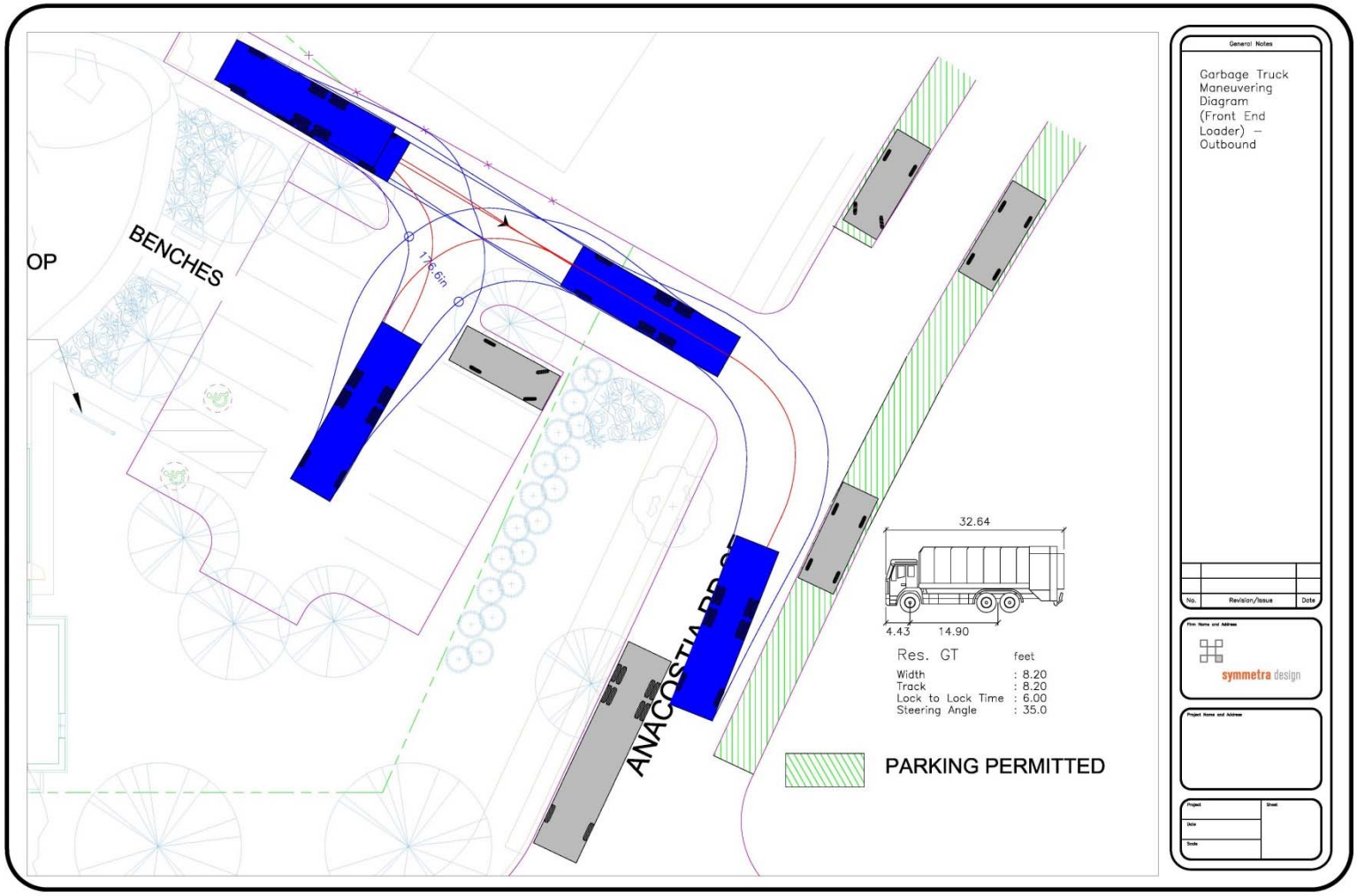

Figure 7: Garbage Truck (front loader) Maneuvering Diagram Outbound

TRANSPORTATION DEMAND MANAGEMENT (TDM)

The Transportation Demand Management (TDM) Plan is an active program used to foster alternative transportation choices that are more environmentally friendly than driving alone. The applicant has proffered the following TDM measures to further reduce potential vehicle trip and parking demand by the project:

- Offer a one-year Capital Bikeshare and Car share membership for the initial term of lease for new apartment residents
- Post all TDM commitments on-line and provide each initial resident with links to goDCgo.com, WMATA Metrobus routes, and DC Bicycle maps.
- Identify the property manager as the project's TDM Leader to advertise and build awareness of programs to residents

CONCLUSION

The 3605-3615 Minnesota Avenue, SE project will provide up to 72[10] senior residential units with 12 on-site parking spaces accessed via the existing curb cut. The project will result in a decrease in site vehicle trips from existing conditions (6 AM peak hour trips instead of 14 AM peak hour trips).

The proposed loading facilities including a 30-foot deep berth and 100 square foot platform are adequate to accommodate site-related loading activities. Truck maneuvering diagrams indicate 30-foots and garbage trucks can enter the site and access the loading berth and platform.

The development of the Site will not adversely impact transportation or parking conditions. The applicant has committed to a Transportation Demand Management Plan that includes a number of measures to encourage future use of non-automobile travel options.

[10] The final site plan allows for 60 residential units.

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3605-3615 Minnesota Avenue, SE

Transportation Memorandum
Technical Appendix

Appendix A. CTR Scoping Form

TRAFFIC ASSESSMENT SCOPING FORM

Project Name: Meadow Green Courts (3605-3615 Minnesota Avenue, SE) Senior Housing Project **Applicant Team:** Greenway Apartments L.P.
Case Type & No. (PUD, LTR, etc.): BZA Case # 18972
Project Location: Ward 7; Generally bounded by Minnesota Avenue, SE to the west, Anacostia Road, SE to the east and B Street, SE to the south (Square 5410, Lot 800). See attached aerial.
Current Zoning and/or Overlay District: R-5-A
Date of Filing: February 4, 2015
Estimated Date of Hearing:
The applicant proposes to build an affordable apartment building for senior citizens with 72 units. The site is well served by Metrobus. The Applicant is seeking relief from the Board of Zoning Adjustment ("BZA") a special exception to construct a new residential development consisting of 72 multifamily affordable rental housing units for seniors and a variance from the loading requirements. The applicant is seeking relief to provide one 30 ft. loading berth (instead of one 55 ft. loading berth), one 100 sq. ft. loading platform (instead of one 200 sq. ft. platform) and relief from providing one 20- ft. deep service/delivery space. A transportation memorandum will be submitted with sub-sections on existing and proposed pedestrians and bicycle access, transit services and facilities, site access and circulation, loading and transportation demand management. The site currently consists of three apartment buildings with 26 apartment units. These units will be razed to allow for the proposed development. The existing curb cut will be maintained to support future on-site parking. A minimum of 12 parking spaces will be provided (one space for every six units) in-line with zoning requirements.

Preliminary Vehicular Trip Generation:

Program/trip generation assumptions:

- Site trips were estimated using the Institute of Transportation Engineers Trip Generation Manual, 8th Edition, Land Use Code 252 Senior Housing[1] (72 units)
- The mode share (transit[2], automobile and walk/bike) was obtained from the *US Census American Community Survey Data, 2012 5-Year Estimate (2008-2012)* for Census Tract 77.03 (see Appendix).
- The transit mode share from the Census data was separated into Metrorail and Metrobus using the Washington Metropolitan Area Transit Authority (WMATA) 2005 Development-Related Ridership Survey. The survey provides a fitted curve equation[3] that estimates Metrorail ridership based on the distance between a residence and a Metrorail station. The proposed Meadow Green Court Senior Living is 4,400 feet from the Minnesota Avenue Metrorail Station. Using the WMATA regression equation, 16% of residents would use Metrorail. The Metrobus mode share was determined by subtracting the Metrorail mode share from the total transit mode share obtained for Census Tract 77.03.
- **The subject site is projected to generate 6 AM and 8 PM peak hour vehicle trips. The AM and PM projected trip generation would be less than the required threshold (25 vehicle trips during any one peak hour) and therefore this project does not warrant a full CTR/traffic study.**

Detailed site trips by mode are shown in the proceeding tables. Table 1 provides the residential modal split.

Table 1: Residential Mode Share

Metrorail	16%
Metrobus & Other	31%
Auto*	51%
Walk & Other	2%
Total	100%

Table 2 provides baseline vehicular trip generation using the Institute of Transportation Engineers 8th Edition trip rates. The base vehicular trips were converted to person trips by mode using the 2009 National Household Travel Survey (NHTS) Average Vehicle Occupancy (AVO) for Selected Trip Purpose (see Appendix) as also shown in Table 2. The 2009 AVO is 1.13 for trips to/from work.

[1] Trips were calculated using the average rate for the AM and PM Peak Hour of Adjacent Street Traffic. Using the fitted equation the site trips are less than one (or a negative number).
[2] A total transit mode share is provided.
[3] Metrorail ridership decreases by 0.87 percent for every 100 feet a Metrorail Station entrance is located from a residence.

Table 2 ITE Base Vehicle Trips and Converted Person Trips using NHTS AVO

	AM Peak Generation			PM Peak Generation		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Base Vehicles Trips	3	6	9	7	5	12
Converted Person Trips	4	7	11	8	5	13

Table 3 provides person site trips by mode. The drive/carpool group was then converted back to vehicles using the residential AVO from the NHTS to obtain total vehicle site trips shown in Table 4.

Table 3 Total Person Site Trips by Mode

	AM Peak Generation			PM Peak Generation		
Mode Share	IN	OUT	TOTAL	IN	OUT	TOTAL
Auto (Drive Alone & Carpool)	2	3	5	4	3	7
Metrorail	1	1	2	1	1	2
Metrobus	1	2	3	3	1	4
Walk/Bike	0	0	0	0	0	0
Total	**4**	**6**	**10**	**8**	**5**	**13**

Table 4 Total Vehicle Site Trips (person trips converted back to vehicle trips using AVO 1.13)

	AM Peak Generation			PM Peak Generation		
Mode Share	IN	OUT	TOTAL	IN	OUT	TOTAL
Residential Auto (Drive Alone & Carpool)	**2**	**4**	**6**	**5**	**3**	**8**

It should be noted that traffic counts were conducted at the existing site driveway during the AM and PM peak hour. There were 14 vehicle trips during the AM peak hour (1 inbound and 13 outbound) and 8 during the PM peak hour (6 inbound and 2 outbound). Future trips (shown in Table 4) will be less than existing trips thus there would be a decrease in total peak hour site trips.

Strategic Planning Elements (Planning Documents)	**DDOT Comments/Action Items**

Proposed Documents: The study will address how the proposed development considers the primary planning documents of the District, as well as localized studies. We propose that the study include a section addressing the following documents: • DC Comprehensive Plan • DC Bicycle Master Plan • DC Pedestrian Master Plan • DC Circulator Transit Development Plan • DDOT Design and Engineering Manual • DCMR Title 11 – Zoning Regulations (Sections 16,21,22,23 and 24) • SustainableDC Plan • MoveDC	DDOT concurs with this list.
Roadway Network, Capacity & Operations	**DDOT Comments/Action Items**
Proposed Scope: The transportation memorandum will exclude traffic analysis for study area intersections since the project will generate less than 25 vehicle trips during any one peak hour. Since the proposed project does not meet the criterion to require a complete TIS, no scope has been identified for the Roadway Capacity & Operations section.	DDOT concurs with this result. However, note that all trip generations should be rounded up. Thus, there should be at least one trip for walking, etc. Please include the trip generation in the report as documentation.
Vehicle Site Access **Access Location(s):**. Access to the on-site parking is currently provided via a curb cut on Anacostia Road. **Access Control:** Access to the on-site parking is via right-turn-in/ right-turn-out only along Anacostia Road.	DDOT concurs.

Existing curb cuts utilized: The existing curb cut on Anacostia Road will continue to be utilized. **Existing curb cuts abandoned:** N/A **Proposed curb cuts:** None **Curb cut width and radii:** The existing curb cut is approximately ten-foot wide.	
Development Scenarios Typically, all studies should include the following scenarios: • Existing conditions • Future conditions, at the anticipated build-out year of the development, without the construction of the development (Background Conditions) • Future conditions, at the anticipated build-out year of the development, with the construction of the development (Total Future Conditions) • Forecast year If the proposed development will be in stages, with significant trip generation for each stage, individual phases will need to be examined individually. **Proposed Development Scenario:** The transportation memorandum will exclude traffic analysis for the existing, future background and future conditions development scenarios since the project is below the threshold criterion for conducting full traffic analysis.	N/A
Vehicle Study Area No vehicle study area will be analyzed for this project.	N/A
Data Collection and Hours of Analysis **Proposed turning movement count intersections:** No turning movement vehicular, pedestrian or bicycle counts will be conducted for this project.	N/A

Roadway Improvements **Proposed roadway improvements:** • N/A	N/A
Background Developments • N/A	N/A
Background Growth • N/A	N/A
Site Trip Distribution & Assignment • N/A	N/A
Analysis Methodology **Proposed analysis methodology:** • N/A	N/A
Bicycle & Pedestrian Facilities	**DDOT Comments/Action Items**
CTR Bike and Pedestrian Study area **Proposed bike and pedestrian study areas:** The study will identify existing and proposed pedestrian & bicycle services in the vicinity of the site. The proposed study area consists of: • Minnesota Avenue (between C Street and East Capitol Street) • B Street (between 35th Street and East Capitol Street) • Ridge Road (between East Capitol/Minnesota Avenue and B Street) The bike and pedestrian assessment will include the following : • Identification of pedestrian facilities including sidewalks (or missing portions), crosswalks,	DDOT concurs with this approach, however Anacostia Road should also be added to this study.

pedestrian signals and ADA compliance at curb ramps and any deficiencies • Identification of key pedestrian and bike destinations near the site and the routes to those locations. • Written description of existing and proposed bicycle facilities including trails, bike lanes and bikeshare • Description of pedestrian and bicycle access routes to/from the site and transit stops Identification of existing and proposed sidewalk widths surrounding the subject site • Identification of existing Capital Bikeshare locations and demand (based on field observations) • Description of future on-site bicycle parking in private and public space including short term and long term number and location (indoor and outdoor) of bicycle parking spaces, storage and proposed bike rack standards • Comparison of proposed on-site bike parking to zoning requirements	
<u>Data Collection and Analysis of Bike Network and Facilities</u> **Proposed Bike network and facilities analysis:** • N/A	N/A
<u>Transit Service</u>	**DDOT Comments/Action Items**
<u>CTR Transit study area</u> **Proposed transit study area:** The study will identify existing and proposed transit facilities that serve the site within the study area (bus routes along Anacostia Road, Minnesota Avenue, and 37th Street). The transit assessment will include a description of the following : • Existing and proposed transit facilities including routes and services along Anacostia Road (between B Street and Ridge Road), Minnesota Avenue (between C Street and East Capitol Street), and 37th Street (between Ridge Road and 37th Place).	The bus routes along East Capitol as well as the nearest Metrorail station (which is being used for your trip generation calculations) should also be noted.

• Current and proposed bus stops, amenities and conditions • Existing bus route frequency, span of service and destinations	
Analysis of Transit Network **Proposed transit analysis:** • N/A	N/A
Site Access and Loading	**DDOT Comments/Action Items**
The Site access and loading report sections will include the following : • Description of site access including a full review of loading components. • A detailed Site Plan will be included in the document. **Freight\Delivery** The assessment will identify the applicant's plan to accommodate service delivery and loading. **Proposed Loading Analysis:** • Identification/description of trash pick-up and operations, residential move-ins and parcel delivery.	DDOT concurs. Note that accommodation of these operations will need to be explicitly identified. Where this might lead to changes in existing conditions, changes should be listed. As this is the variance being sought, a draft loading management plan is appropriate, and full operations anticipated understood.
Parking	**DDOT Comments/Action Items**
Proposed Parking Analysis: N/A. The project will meet zoning requirements and provide 12 parking spaces (one space for every six units).	If any on-street loading is anticipated, parking utilization in this area may be needed. Additionally, curbside uses along the entire frontage of the property should be identified.

Transportation Demand Management	**DDOT Comments/Action Items**
Proposed TDM Plan: The study will include a description of the applicant's provision for bicycle parking on-site. Any other proffered TDM measures (in-line with DDOT's TDM guideline) will also be identified.	DDOT concurs.
Safety	**DDOT Comments/Action Items**
Proposed Safety Analysis: • N/A	DDOT concurs.
Streetscape/Public Realm	**DDOT Comments/Action Items**
• Where information is available the assessment will identify the site's treatment of the streetscape/public realm in proximity to this development • The report will include ROW distribution and widths of public parking	Please provide a summary overview of the site's treatment of the streetscape/public realm in proximity to this development. Ensure that the proposed site design complies with DDOT Design and Engineering Manual, Public Realm Design Manual, and Transportation Review Guidelines and Standards.

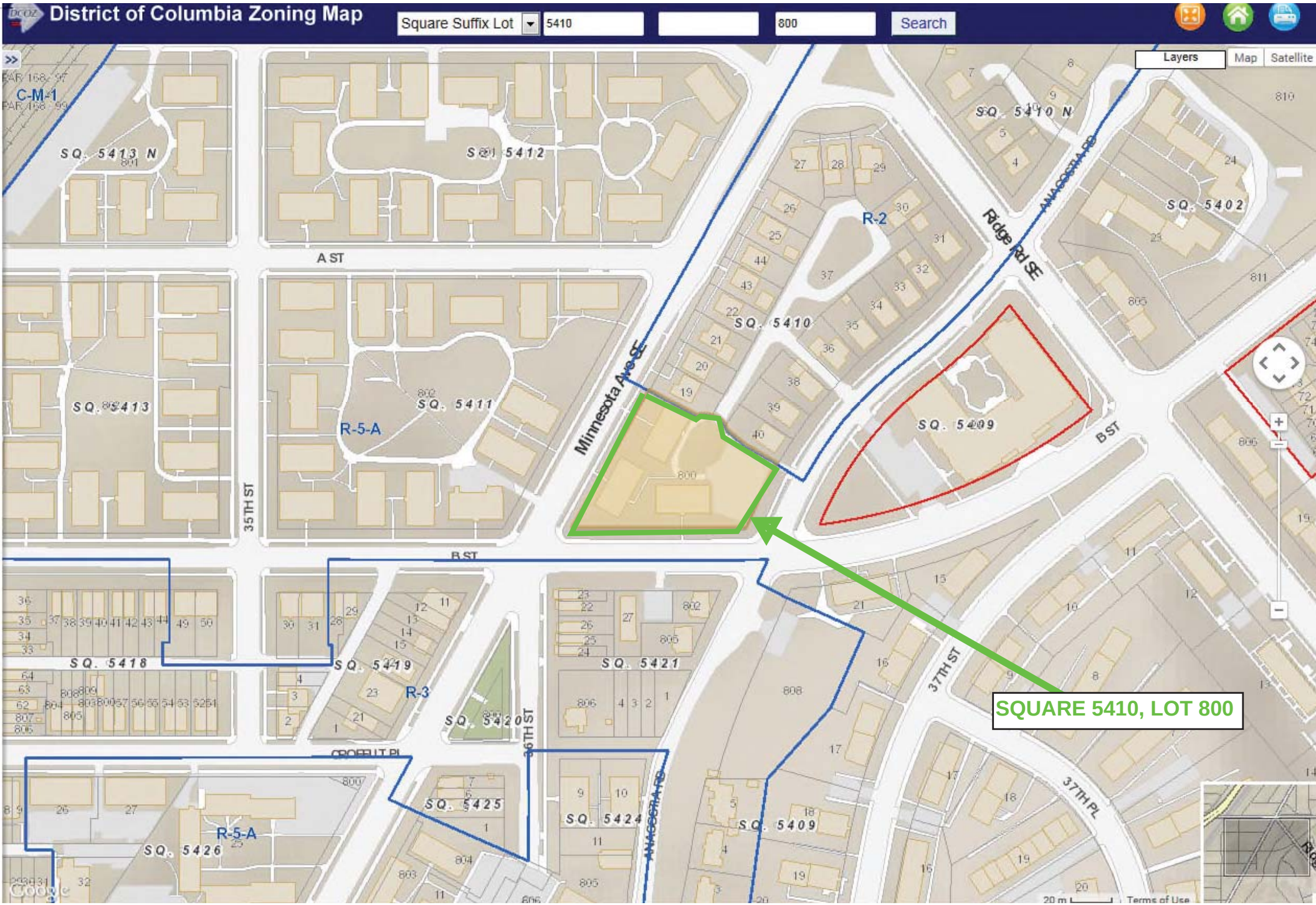
Proposed Schedule:

- DDOT comments on Scoping Document: 3/9/15
- Transportation Consultant/Applicant responses to comments:
- Submission of Assessment due to DDOT:
- BZA Hearing Date:

List of Figures, Tables, and Appendices:

Site Parcel Map
Mode Share References

- *US Census American Community Survey Data, 2012 5-Year Estimate (2008-2012)* for Census Tract 77.03 Residential Mode Share
- 2009 National Household Travel Survey (NHTS) Average Vehicle Occupancy (AVO) for Selected Trip Purpose


District of Columbia Zoning Map
Square Suffix Lot
5410
800
Search
Layers
Map
Satellite
C-M-1
SQ. 5413 N
SQ. 5412
A ST
SQ. 5413
SQ. 5411
R-5-A
35TH ST
Minnesota Ave SE
SQ. 5410
R-2
SQ. 5410 N
Ridge Rd SE
ANACOSTIA RD
SQ. 5402
SQ. 5409
B ST
SQ. 5418
SQ. 5419
R-3
SQ. 5420
36TH ST
SQ. 5421
37TH ST
37TH PL
SQ. 5425
SQ. 5424
SQ. 5426
R-5-A
SQ. 5409
SQUARE 5410, LOT 800
Terms of Use

Geography	Population	Total commuters	Drive alone	Drive alone mode share	Carpool	Carpool mode share	Public transit	Public transit mode share	Walk	Walk mode share	Bicycle	Bicycle mode share	Work at home	Work at home mode share	Total non-car commuters	Non-car mode share
Census Tract 77.03, District of Columbia, District of Columbia	5,455	2,010	779	38.80%	248	12.30%	942	46.90%	16	0.80%	11	0.50%	14	0.70%	969	48.20%

The trend of declining vehicle occupancy may have started to reverse, as overall occupancy shows an increase in 2001 and 2009. In 2009, the rise in occupancy was the result of a significant rise in vehicle occupancy for social and recreational travel – changes in occupancy for other purposes were not noteworthy. The calculated occupancy in this table is miles-weighted, using the reported number of people on the trip and the length of the trip together.

Table 16. Average Vehicle Occupancy for Selected Trip Purpose 1977, 1983, 1990, and 1995 NPTS, and 2001 and 2009 NHTS (Person Miles per Vehicle Mile).

Trip Purpose	1977	1983	1990	1995	2001	2009	95% CI
To or From Work	1.3	1.29	1.14	1.14	1.14	1.13	0.01
Shopping	2.1	1.79	1.71	1.74	1.79	1.78	0.05
Other Family/Personal Errands	2	1.81	1.84	1.78	1.83	1.84	0.04
Social and Recreational	2.4	2.12	2.08	2.04	2.03	2.20	0.06
All Purposes	**1.9**	**1.75**	**1.64**	**1.59**	**1.63**	**1.67**	**0.03**

Note:

- All purposes includes other trip purposes not shown, such as trips to school, church, and work-related business.
- "Other Family/Personal Errands" includes personal business and medical/dental. Please see Appendix A - Glossary for definition.
- NPTS is Nationwide Personal Transportation Survey. CI is Confidence Interval.